

Transport and Highways Committee

Thursday, 07 January 2016 at 10:30

Worksop Library, Memorial Avenue, Worksop, Notts, S80 2BP, [Venue Address]

AGENDA

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|---|--|---------|
| 1 | Minutes of the last meeting held on 10 Dec | 3 - 6 |
| 2 | Apologies for Absence | |
| 3 | Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary) | |
| 4 | Changes to the Local Commercial Bus Service Network | 7 - 10 |
| 5 | Flood Risk Management Strategy | 11 - 22 |
| 6 | Church St and Ratcliffe St, Eastwood, Prohibition of Waiting TRO - Report of Objections | 23 - 32 |
| 7 | Responses to Petitions Presented to the Chairman of the County Council | 33 - 38 |
| 8 | Work Programme | 39 - 42 |

Notes

- (1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.

- (2) Members of the public wishing to inspect "Background Papers" referred to in the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

Customer Services Centre 0300 500 80 80

- (3) Persons making a declaration of interest should have regard to the Code of Conduct and the Council's Procedure Rules. Those declaring must indicate the nature of their interest and the reasons for the declaration.

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Peter Barker (Tel. 0115 977 4416) or a colleague in Democratic Services prior to the meeting.

- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.

- (5) This agenda and its associated reports are available to view online via an online calendar - <http://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

Meeting	Transport and Highways Committee
Date	10 December 2015 (commencing at 10.30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

Kevin Greaves (Chairman)
Steve Calvert (Vice-Chairman)

Roy Allan	Colleen Harwood
Andrew Brown	Richard Jackson
A - Richard Butler	Philip Owen
Steve Carr	A - Michael Payne
Jim Creamer	John Peck
Stephen Garner	

OTHER COUNTY COUNCILLORS IN ATTENDANCE

David Martin

OFFICERS IN ATTENDANCE

Pete Barker	- Democratic Services
Mike Barnett	- Team Manager, Highways
Sue Bearman	- Legal Services
Don Fitch	- Team Manager, Highways
Tim Gregory	- Corporate Director, Place
Mark Hudson	- Group Manager, Transport and Travel Services
Jas Hundal	- Service Director, Transport, Property & Environment

MINUTES OF THE LAST MEETING

The minutes of the last meeting held on 12 November were taken as read and were confirmed and signed by the Chairman.

MEMBERSHIP

It was reported orally by the clerk to the Committee that Councillor Steve Carr had been appointed in place of Councillor Stan Heptinstall on a permanent basis and that Councillor Jim Creamer replaced Councillor Michael Payne and Councillor Phillip Owen replaced Councillor Richard Butler, both for this meeting only.

DECLARATIONS OF INTEREST

None.

OUTCOME OF CROSS DIRECTORATE TRANSPORT SERVICE REVIEW AND TRANSPORT & TRAVEL SERVICES STRUCTURE PROPOSALS

RESOLVED 2015/094

- 1) That the outcomes of the Cross Directorate Transport Review and the proposal for a revised operating model for specialist transport services be noted.
- 2) That the proposed new structure for Travel and Transport Services be approved, subject to formal consultation with staff and the trade unions.

BEESTON BUS AND TRAM INTERCHANGE PASSENGER SURVEY

Mark Hudson, Group Manager Travel and Transport Services, joined the meeting at this point to present this item and the following item.

RESOLVED 2015/095

That the outcome of the Beeston Tram and Bus interchange survey be noted.

DEVELOPMENT OF THE ROBIN HOOD CARD

RESOLVED 2015/096

That the development of the Robin Hood Card and the launch date be noted.

HUCKNALL TOWN CENTRE IMPROVEMENT SCHEME – SCHEME UPDATE AND CONFIRMATION OF CONSTRUCTION

RESOLVED 2015/097

That the current progress to date, and the project costs detailed in the report, be noted.

**PELHAM STREET AREA, NEWARK – PARKING RESTRICTION TRO,
REPORT OF OBJECTIONS**

RESOLVED 2015/098

That the Nottinghamshire County Council (Pelham Street area, Newark-on-Trent) (Parking Restrictions) Traffic Regulation Order 2015 (3231) be made as advertised and objectors notified accordingly.

PERFORMANCE REPORT - HIGHWAYS

RESOLVED 2015/099

That the contents of the report be noted.

WORK PROGRAMME

Committee requested that reports on the following subjects be brought back to future meetings:

- Integrated public transport streams in the County and City
- Parking problems faced by school buses delivering and collecting children to and from school

RESOLVED 2015/100

That the Work Programme be noted.

The meeting closed at midday.

Chairman

7 January 2016

Agenda Item: 4

REPORT OF THE SERVICE DIRECTOR TRANSPORT, PROPERTY AND ENVIRONMENT

CHANGES TO THE LOCAL/COMMERCIAL BUS SERVICE NETWORK

Purpose of the Report

1. To inform Committee of recent changes to the local and commercial bus service network and the actions taken by the Group Manager, Transport and Travel Services to cancel, vary or replace services.

Information and Advice

2. The County Council has a duty (Transport Act 1985) to consider local needs and which supported bus services are necessary where there are no commercial services available. In 2015/16 £4.3m will be spent on supported bus services across the county.
3. Local bus services across the county are provided in two ways:
 - (i) Commercial services which operate without funding support
 - (ii) Supported services which are subsidised by the Council

All bus services must be registered, giving a minimum of 56 days' notice to the Traffic Commissioner, who administers and manages the local bus service registration and performance service. Bus operators must also send copies of the new registrations, variations and cancellations at the same time to the County Council. On most occasions bus operators give the County Council advance notice of their intentions so that decisions on any intervention can be taken and the public notified at the earliest opportunity.

4. This regular report advises Committee of changes to the local bus network and provides information of related operational decisions made by the Group Manager, Transport and Travel Services to replace, vary or cancel services. The Committee should note that these operational decisions are due to the urgency involved in reacting to the decisions made by bus companies particularly when they impact on local bus and school transport services. Furthermore, any decisions made in this regard have followed discussions with local County Councillors and other stakeholders.

5. Trentbarton have recently withdrawn the Ruddington Connection service, the areas affected have been covered by Nottingham City Transport who have varied their service 3 and 10, these changes took effect on 22nd November 2015. Trentbarton have also announced a number of changes to their commercial routes from January 31st 2016 detailed below:
 - a. The Indigo service frequency will drop from every 7 minutes to every 10 minutes Monday to Saturday and from 10 minutes to every 15 minutes on Sunday. The peak extensions to Sawley are withdrawn.
 - b. Skylink express – a new service operating between Nottingham and East Midlands Airport via Trent Bridge and the A453.
 - c. Club Class service will be withdrawn, this will not affect the level of service along this corridor.
6. There have also been a number of changes to other services across the County:
 - a. Service 510 operated by Fleet Transport has had a minor change of route in Beeston and Stapleford, the revised route commenced on 30th November 2015.
 - b. 47A operated by NCT has been re-routed to cover Moor Lane in Calverton from 26th October 2015. The temporary shuttle service for that area has been withdrawn.
 - c. The Sherwood Arrow and service 35 have reverted back to their regular routes on 6th December 2015 following the opening of the new Elkesley Bridge over the A1.
 - d. Nottingham Coaches will be withdrawing service 17 in early 2016 subject to Traffic Commissioner approval. All areas of this route have alternative services available.
 - e. Yourbus are withdrawing their S1/X36 route in Beeston from 4th January 2016. Fleet Transport will be providing a replacement off peak shopper service (536) from 5th January at no additional cost to the Authority.

Reasons for Recommendations

7. The recommendation and continued financial support meets the objectives of promoting public transport, reducing congestion, promoting economic recovery and offers travel choice.

Statutory and Policy Implications

8. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Implications for Service Users

9. The provision of local bus services enables users to access key services, jobs, training and leisure. The arrangements detailed above have been made to ensure access to the key priorities of employment, education, health and essential shopping.

Financial Implications

10. There are no financial implications in the report.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Note the report regarding changes to the supported and local and bus service networks.

Mark Hudson
Group Manager
Transport and Travel Services

For any enquiries about this report please contact:

Mark Hudson, Group Manager, Transport and Travel Services
Chris Ward, Team Manager North, Transport and Travel Services

Constitutional Comments

11. As this report is simply to be noted by Committee, Constitutional Comments are not required.

Financial Comments

12. The financial implications are set out in paragraph 10 of the report.

Background Papers

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Electoral Divisions and Members Affected

All

REPORT OF INTERIM SERVICE DIRECTOR, HIGHWAYS

FLOOD RISK MANAGEMENT STRATEGY

Purpose of the Report

1. To seek approval to go to public consultation on the Flood Risk Management Strategy for Nottinghamshire.

Information

2. In its role as Lead Local Flood Authority (LLFA) the County Council has permissive powers and statutory duties to manage and co-ordinate local flood risk management activities in Nottinghamshire. Local flood risk means flooding from surface water (overland runoff), groundwater and smaller watercourses (known as Ordinary Watercourses). Main River watercourses, as defined by Defra, are the preserve of the Environment Agency.

General update

3. The County Council has developed a draft Local Flood Risk Management Strategy which it is required to do under the Flood and Water Management Act 2010. Accompanying the strategy is an Action Plan that identifies key objectives to shape the delivery of the flood risk management services in Nottinghamshire in partnership with the other Risk Management Authorities. The document also identifies flood risk locations across the County (see table 3.6 in Strategy – these include Southwell, Hucknall, Lowdham, Calverton, Mansfield, Retford, East Bridgford, Carlton, Thurgarton, Newthorpe, Sutton in Ashfield, West Bridgford, Kimberly, Arnold, Ravenshead and Worksop), prioritises these and puts forward appropriate actions, which include Surface Water Management Plans (SWMPs) for high risk locations with complex flood risk issues. Longer-term schemes will also be developed as a result of SWMPs. For areas where the risk is lower, working with communities to improve resilience will be critical.
4. The consultation will run from Friday 7th January until Thursday 31st March 2016. The Flood Risk Management Draft Strategy, the associated appendices and the

accompanying Strategic Environmental Assessment are available to view and download from the County Council's website via the following link: <http://ws43-0029.nottsc.gov.uk/dmsadmin/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/3704/Committee/491/SelectedTab/Documents/Default.aspx> Comments and views concerning the strategy can be made by letter, on-line form, email or dedicated phone number.

Statutory and Policy Implications

5. The County Council has a number of new statutory duties and powers under the Flood and Water Management Act (2010) and the Flood Risk Regulations (2009). This report is intended to enable the County Council to comply with these new duties and powers.
6. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

7. The Flood Risk Management Strategy and its accompanying Strategic Environmental Assessment have been prepared by the Flood Risk Management Team with support from external consultants and costs have been contained within the existing staffing and Flood Risk Management budgets.
8. The Strategy document by its very nature identifies potential areas for future flood risk management projects which will require funding. These potential projects will be subject to consideration and approval or otherwise through the committee system.

RECOMMENDATION/S

It is RECOMMENDED that the Committee approve the proposal to consult on the Draft Flood Risk Management Strategy.

Neil Hodgson
Interim Service Director Highways

For any enquiries about this report please contact:
Clive Wood – Flood Risk Manager Tel: 0115 977 4585

Constitutional Comments [SLB 03/12/2015]

Transport and Highways Committee is the appropriate body to consider the content of this report.

Finance Comments

The financial implications are set out in paragraphs 7 and 8 of the report.

Background Paper

Strategic Environmental Assessment for Nottinghamshire Local Flood Risk Management Strategy July 2015.

Electoral Division(s) and Member(s) Affected

All

Nottinghamshire Local Flood Risk Management Strategy

2016 - 2021

December 2015

Summary Document



Introduction

This document is a summary of **Nottinghamshire County Council's draft Local Flood Risk Management Strategy ('Strategy')**, setting out our plan for the management of local flood risk during the period 2016 - 2021.

Background

Much of the UK, including Nottinghamshire, is at risk of flooding from a number of sources, including surface water, groundwater, sewers, rivers and the sea and it is predicted that this risk will increase in the future, influenced by climate change.

This risk was realised in the summer of 2007 when significant surface water flooding was experienced across many parts of England and Wales, including widespread incidents across Nottinghamshire.

Following an independent review of the flooding event, the Government enacted the Flood and Water Management Act 2010 ('the Act') giving local authorities, as Lead Local Flood Authorities, **new powers to manage local flood risk in a more co-ordinated way**.

Nottinghamshire County Council's Local Flood Risk Management Strategy

Nottinghamshire County Council, as a Lead Local Flood Authority, has a legal requirement under the Act to develop, maintain, apply and monitor a **Local Flood Risk Management Strategy** that:

- Clearly sets out which organisations are responsible for different types of flooding in Nottinghamshire and how they are working together to reduce flood risk.
- Provides an overview of known flood risks and how we plan to address them over the next five years, making the best use of resources.



Flooding in Southwell in July 2013

The increase in extreme weather conditions, the presence of the built environment in areas of flood risk, and limited public funding, means that it is not possible to prevent all flood incidents happening in Nottinghamshire. Through the Strategy we can coordinate our actions with others so that flood risk is reduced and the impact of any flood incidents are minimised. The Strategy also provides us with an opportunity to work together with local residents, businesses and stakeholders to minimise risk and prepare for the effects of climate change.

Further information on the background and legal requirements for the Strategy is provided in **Section 1** of the Strategy

The Strategy has been informed by local, regional and national policy, including the Environment Agency's National Strategy for Flood and Coastal Erosion Risk Management, to ensure a coordinated approach to flood risk management within Nottinghamshire.

Roles and responsibilities for Flood Risk Management

As a Lead Local Flood Authority, Nottinghamshire County Council's responsibilities relate to 'local' flood risk from **surface water, groundwater and small rivers, streams and ditches, known as ordinary watercourses** and coordinating flood risk management across Nottinghamshire. Other organisations known as Risk Management Authorities (RMAs), including the Environment Agency, Severn Trent Water and Internal Drainage Boards (IDBs), have responsibilities for managing risk from **other flood sources**.

Section 2 of the Strategy outlines the roles and responsibilities of Risk Management Authorities in Nottinghamshire

	Flood Source	RMA	Description
Local Sources	Surface Water	Nottinghamshire County Council	Can occur when heavy rainfall cannot be absorbed into the ground or enter the drainage systems.
	Ordinary Watercourses	Nottinghamshire County Council, District Councils & IDBs	Smaller watercourses, such as streams, ditches, drains, cuts, and dumbles. These may flood when they cannot hold the volume of water flowing through them and overflow onto surrounding land.
	Groundwater	Nottinghamshire County Council	Can occur when water levels in the ground rise above surface levels, which is most likely to occur in areas underlain by permeable rocks and after long periods of rainfall.
Other Sources	Main River	Environment Agency	Can occur when a large ('main') river cannot cope with the volume of water draining into it or becomes blocked by debris and overflows its banks onto surrounding land.
	Sewers	Severn Trent Water Anglian Water	Can occur when surface water or combined (surface water and foul) sewers are: overwhelmed by heavy rainfall, which exceeds the capacity of the sewer network; the system becomes blocked by debris or sediment; and/or, the system surcharges due to high water levels in the receiving watercourse.
	Reservoir	Environment Agency	Can occur when reservoirs, which hold large volumes of water above ground, overtop or breach, resulting in a fast release of water.
	Canal	Nottinghamshire County Council	Can be caused by overtopping from excess water or by a breach or failure from raised canals.

How are we working with others?

We have set up a partnership working framework for working with RMAs in Nottinghamshire with representatives from Nottingham City Council, Severn Trent Water, the Environment Agency, IDBs and all District and Borough Councils in the County. We also have an internal local flood risk management stakeholder group and we meet regularly with other councils in the east Midlands to share expertise and best practice.

As well as RMAs, many other organisations such as the Nottinghamshire Wildlife Trust and the Canal & River Trust play a role in flood risk partnerships. We also recognise the vital role of communities and individuals in managing their own risk. As part of the Strategy development, we undertook an engagement survey to improve our understanding of local flood risks and concerns.

Sections 2 and 5 of the Strategy provide further information on our work with flood risk partners

Flood Risk in Nottinghamshire

Flooding in Nottinghamshire frequently arises as a result of a combination of different flooding sources. Whilst developing the Strategy we have considered the impact of all sources of flooding and historic flooding across Nottinghamshire and are working with our Flood Risk Partners where there are combined sources of flood risk.

Within Nottinghamshire, up to 62,000 residential properties, 3,400 businesses and a number of critical services could be at risk of surface water flooding in the future

Based on updated Flood Map for Surface Water (Environment Agency, December 2013)

To help direct flood management measures where they will be most beneficial, we have used the Strategy development to identify **priority flood risk locations** where we know significant numbers of flood incidents have been recorded and therefore the most

residents and business should benefit from investment in schemes.

Overview of Flood Risk

The County is largely drained by the River Trent and flooding from the Trent has caused major disruption in the past. The Environment Agency manage the risk from the Trent and other major rivers in Nottinghamshire such as the River Leen and the River Ryton. The summer of 2007 saw some significant flooding from main rivers in Nottinghamshire. More recent flood events have highlighted our vulnerability to local sources of flooding like surface water and smaller watercourses and brought renewed focus to the importance of condition of drainage assets like culverts or gullies.



*Surcharging drains in East Stoke
(date unknown)*

Flooding from surface water and ordinary watercourses has led to some very significant flooding incidents across Nottinghamshire most recently in 2013 when hundreds of properties were affected, most notably in Southwell.

Complex interactions between urban drainage systems and watercourses have influenced numerous **surface water flooding** incidents during intense rainfall events. Some of the worst flooding on record in Nottinghamshire occurred in the summer of 2007 affecting homes, businesses, schools and infrastructure across the county. National mapping carried out by the Environment Agency estimates more than 62,000 homes in Nottinghamshire to be at risk from surface water flooding.

Section 3 of the Strategy provides further information on historic flooding and flood risk in Nottinghamshire

There are few recorded incidents of **groundwater flooding** in the county however, it can often occur at the same time as other sources of flooding, particularly rivers and is therefore not obvious as a source.

Groundwater rebound in former coal mining areas has been identified as a future risk and is being carefully monitored by the Environment Agency and the Coal Authority.

Ordinary Watercourses have had significant influence during some of the major flooding events in Nottinghamshire. There are a large number of ordinary watercourses in the county. Some have featured more prominently during recent flooding such as the Potwell Dyke in Southwell which overflowed following torrential rain in July 2013.



Caunton Ford Bridge, 2012

Information regarding sewer capacity in Nottinghamshire is limited. **Sewer flooding** often occurs in combination with other sources as the drainage system becomes overwhelmed. Severn Trent Water has identified a planned schedule of improvements to address flooding risks across the county.

Our industrial past established a network of canals in Nottinghamshire. The risk of flooding from **canals** is much lower than rivers as they often have features which allow the flow to be regulated. However, there are known incidents of breaching and overtopping of canals and we work closely with the Canal & River Trust to ensure waterways are maintained.

How will we deliver the Strategy?

Risk from flooding can be managed in different ways. For example, by adapting how people live in these areas, by improving flood warning and forecasting, and helping communities prepare for flooding when it happens. Building flood defences can reduce the damage to properties prone to flooding, and learning from flood events can help improve how these situations are dealt with in the future.

Across Nottinghamshire we are working in partnership with local communities and other risk management authorities, in order to better understand and reduce local flood risk. Since 2007, we have been spending approximately £600,000 per year on flood risk management and carried out extensive works.

Sections 4 and 5 of the Strategy set out the Objectives and Measures proposed to manage flood risk in Nottinghamshire and how we are already delivering local flood risk management

The Strategy sets out how we will deliver local flood risk management over the next five years. This initial period for the Strategy corresponds with the formal review timetables for the Flood Risk Management Plans being produced by the Environment Agency, which sets out measures to manage flood risks from **main rivers, reservoirs and the sea** within the Humber Catchment.

The Strategy sets out our objectives for managing local flood risk, taking account of the impacts of flooding on people, property and human health, businesses and commerce and the natural and historic environment. These are specific to Nottinghamshire whilst being consistent with the National Objectives in the Environment Agency’s National Flood and Coastal Erosion Risk Management Strategy.

A number of **measures** (how we aim to achieve each objective) and **actions** (things we will do to deliver the measures) have been identified to achieve the Strategy objectives, and these are set out in the **Action Plan** that accompanies the Strategy. The Action Plan outlines approximate timescales for delivery and review of each action; however, it should be noted that a number of these will run throughout the entire Strategy period and will be prioritised based on available funding and resources.

The Strategy **Action Plan** is included in **Appendix B** of the Strategy. A summary of this is provided overleaf

In delivering flood risk management, we also have the opportunity to help deliver wider environmental objectives and requirements, as set out in European Legislation including the Water Framework Directive. A **Strategic Environmental Assessment** and **Habitats Regulations Assessment** has been undertaken to ensure that environmental effects have been considered during the development of the Strategy.

Strategy Action Plan Summary

Objective	Measure to achieve the objective
To pursue new solutions, partnerships and alleviation schemes to manage future flood risks and adapt to climate change in Nottinghamshire.	<ul style="list-style-type: none"> • Develop a robust approach to the prioritisation of schemes to manage flood risk • Seek external funding opportunities whenever possible • Collaborate with local stakeholders to achieve common goals • Progress capital schemes identified for flood alleviation • Ensure flood management actions will be adaptable and responsive to future changes in the climate
To increase levels of awareness within local organisations and communities so they can become more resilient to flooding and understand their land drainage responsibilities.	<ul style="list-style-type: none"> • Ensure effective coordination between LRF, emergency planning and highways management / land drainage • Improve sources and avenues of information dissemination to the public • Encourage people to manage their own risk • Develop more online tools and investigate new uses of social media

<p>To improve delivery of flood risk management by working in partnership across functions and organisations, taking a catchment based approach.</p>	<ul style="list-style-type: none"> • Take an active role in local flood risk management partnerships • Continue to develop our understanding of groundwater risks in Nottinghamshire • Maintain effective linkages with the Isle of Axholme Flood Risk Management Strategy • Pursue joint initiatives with Severn Trent Water ,IDBs and the Environment Agency • Maintain and improve communications with farmers and landowners in rural areas to pursue multi-beneficial schemes • Identify joint benefits of highways and transport schemes
<p>To integrate local flood risk management into the planning process and support sustainable growth.</p>	<ul style="list-style-type: none"> • Encourage and promote the use of SuDS in all new developments and retrofit SuDS wherever possible • Ensure as far as practical, local planning authorities take full account of flood risk in Local Plan policies and allocations, planning applications and supplementary planning documents • Maximise opportunities to integrate flood management with other County functions • Develop a better understanding of drainage maintenance requirements on public property
<p>To consider the environmental impact of proposed flood risk management measures, maximise opportunities to contribute to the sustainable management of our cultural heritage and landscape and deliver environmental benefits.</p>	<ul style="list-style-type: none"> • Improve connections between blue and green infrastructure management • Identify improvements for existing and planned scheme development • Investigate how we can ‘make space for water’ in Nottinghamshire

How will flood risk management be funded?

The central government funding system for flood management schemes encourages partnership contributions by providing funding in line with the benefits it delivers. In the future there will be greater emphasis on us to fund activities and schemes from our own or alternative local sources of funding. Whilst it may be possible to fully pay for some projects using available national sources of funding, it is likely they will require a wider range of funding sources (including contributions from potential beneficiaries such as developers, local communities and businesses). The Strategy provides detail on the additional funding options that will be considered in Nottinghamshire.

Further information on funding sources is provided in **Section 6** of the Strategy

It is not possible to prevent all flooding, and with limited resources and funding it is not possible to carry out work in every area at risk of flooding. The approach to flood risk management must be proportionate and risk based and ensure that environmental and other consequences are taken into account. Schemes which deliver the highest benefit will be prioritised, seeking Government funding where they meet the funding criteria related directly to the number of households protected, damage prevented and other benefits such as the environmental or business benefits that will be delivered.

We have already successfully worked in partnership with the district councils, the Environment Agency, IDBs and Severn Trent Water to fund schemes across the County including major capital schemes in Hucknall and Southwell and smaller schemes including North Wheatley, East Markham and Walkeringham.

As our understanding of flood risk improves and evidence is forthcoming specific flood mitigation schemes and activities will be developed to address flood risk in those areas at greatest risk, where resources and partnership funding is available.



New Culvert in North Wheatley implemented through partnership funding, 2011

What happens next?

The Strategy will undergo public consultation in 2015 before being finalised and adopted by Nottinghamshire County Council. Although the Strategy is for the initial period up to 2020, we believe that continued monitoring and review are essential to ensure that flood risk management is responsive to changes in our knowledge base, available funding and national legislation. Our Action Plan will be reviewed annually to ensure we are making progress towards our objectives.

In the short-term, we will continue to progress our major schemes and build on our understanding of flood risk across Nottinghamshire, how this affects the public, local communities and businesses. We will continue to develop our successful partnerships to identify actions that can be undertaken to address that risk through maximising combined resources.

7^h January 2016

Agenda Item: 6

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHURCH STREET AND RATCLIFFE STREET, EASTWOOD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2015 (5207)

CONSIDERATION OF OBJECTION

Purpose of the Report

1. To consider the objections received in respect of the above Traffic Regulation Order and whether it should be made as advertised.

Information and Advice

2. Eastwood is a former mining town located approximately 13 km north-west of Nottingham City Centre on the border between Nottinghamshire and Derbyshire. The proposals mainly relate to the introduction of waiting restrictions on Church Street, Ratcliffe Street and Ivy Lane which are located to the south of Eastwood town centre.
3. Church Street is a key route into the town centre from the south, carrying annual average daily traffic flows of around 3,050 vehicles. Church Street is a mixture of residential properties and small business or service providers; such as a doctors' surgery, care home and dental practice. The adjacent side roads included in this proposal; Ratcliffe Gate and Ivy Lane are predominantly residential in character. There are currently no parking restrictions along these sections of Church Street, Ratcliffe Street and Ivy Lane.
4. County Councillor Keith Longdon requested that consideration is given measures to address obstructive parking at the junctions on this stretch of Church Street and to assist disabled patients attending the surgery following requests from local constituents. In order to address the concerns raised proposals have been developed to improve visibility and safety for pedestrians and drivers at junctions, improve access to the doctors' surgery for disabled users and manage on-street parking to ensure traffic flow is maintained.
5. The proposed scheme includes the implementation of "No Waiting At Any Time" (Double Yellow Lines) along parts of Church Street, Ratcliffe Street and Ivy Lane plus "No Waiting Monday to Friday 8am – 6pm" (Single Yellow Lines) further along Church Street, Eastwood. The scheme layout is shown on the attached drawing number H/04078/2122.

6. The statutory consultation and advertising were carried out between 4th June 2015 and 3rd July 2015. The document packages were held at Eastwood Library and County Hall with copies of the notice erected at a number of locations in the area.
7. During the advertisement period thirteen responses were received, two of which were fully supportive of the proposals. Of the remaining eleven, four were generally supportive but a range of comments were received from all respondents, these include:
 - That restrictions are further extended along Ratcliffe Street and Church Street to help accommodate safe access to drive ways, footways and aid access for cars travelling in both directions;
 - The proposals will displace parked vehicles closer or over existing driveways to residential properties blocking access, reducing visibility and increasing the difficulty to manoeuvre from and to the road;
 - The proposals are too extensive and prohibitive and the loss of on-street parking will adversely affect the economic viability of the local health providers;
 - That the proposals do not include comparable provision of an advisory disabled parking bay near the dental practice as is proposed for the doctors' surgery;
 - Request that the proposed single yellow line restriction be made into one-hour limited waiting parking bays.
8. As a result of comments raised, proposals have been revised to take a balanced view of competing demands in this area. All respondents to the consultation have been informed of the revised proposals that include the following amendments:
 - The reduction to the extents of the proposed single yellow line on Church Street - this is to increase the amount of on-street parking available and reduce parking migration to Ratcliffe Street;
 - A two-car advisory disabled bay is proposed outside the dental practice; to facilitate access to this and the care home and reduce the likelihood of patients using the disabled bay on Ratcliffe Street, which was introduced some time ago for a local resident.
9. The revised proposals are shown on drawing number H/04078/2122 Rev A and detailed in the recommendation.

Objection Received

10. Whilst these revisions are considered to resolve many of the issues raised, eight responses (either partially or in their entirety) are being reported as outstanding objections.
11. Objection - further restrictions required on Church Street and Ratcliffe Street.
Whilst supporting the proposed parking restrictions in principle, six local residents' views are considered as outstanding objections as they have requested that restrictions are extended along both Ratcliffe Street and Church Street. In addition several respondents requested that all waiting is prohibited on double yellow lines.

Response - further restrictions required on Church Street and Ratcliffe Street

It is recognised that there may be an element of displaced parking with all new proposed highway waiting restrictions. With that consideration in mind the proposals have been kept to

the minimum considered necessary to facilitate the safe and effective operation of the junctions; allowing vehicles to manoeuvre without obstruction.

The demand for on-street parking is understood and the scheme has been designed with the aim of maintaining the availability of this facility where possible, without compromising the safe and effective operation of the highway. There is always a balance to be struck between competing demands for a finite resource; it is considered that the proposed scheme offers the best solution improving highway operation with minimal anticipated migration of parking.

The County Council does not consider that additional loading restrictions are required to prevent no stopping on the parking restrictions. This would prevent disabled drivers legally parking on double and single yellow lines in safe locations and also restrict any necessary loading activities in the area.

It should be noted that where pavement parking constitutes an obstruction, the Police, are empowered to enforce on this matter. An appropriate measure to help alleviate residents' difficulties with vehicle access / egress to properties is the provision of advisory 'H bar markings' and these can be provided in line with the County Council's charging policy (£178) on request from local residents.

12. Objection - Restrictions are too onerous and will affect business viability

Two respondents that are the local doctor and dental practices, whilst supporting the restrictions in principle, consider that the proposals are too restrictive and should be reduced in duration and extent or changed to limited waiting. This would be to maintain a level of convenient on-street parking they suggest necessary to maintain patient numbers at their practices.

Response - Restrictions are too onerous and will affect business viability

It is recommended that the advertised restrictions are reduced to balance the needs and competing demands in the area. This include reducing the lengths of proposed "No Waiting Monday to Friday 8am – 6pm" (Single Yellow Lines) on Church Street opposite to number 11 and directly outside the dental practice between the existing zebra crossing and junction protection proposed on Ivy Lane.

It is considered that the reduction in length of the single yellow line further north along Church Street can be achieved as the road widens out at this point. In addition the section removed outside the dental practice will be replaced with an advisory disabled parking bay, this increases disabled parking provision in the area close to medical facilities.

Other Options Considered

13. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. However as discussed the demand for on-street parking is recognised and so the restrictions are considered to be a reasonable balance between the need to ensure the safe operation of the highway and on-street parking provision.

Comments from Local Members

14. The local County Councillor, Keith Longdon was involved in developing the proposals, supports the scheme and the revised proposals.

Reason for Recommendation

15. The recommendations represent the most appropriate action to reduce / prevent danger to highway users, and for facilitating the passage of traffic, incorporating the majority view and having had regard to all feedback received.

Statutory and Policy Implications

16. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

17. The proposals are funded through the 2015/16 Traffic Management Revenue budget for Broxtowe and the cost of implementing the scheme including works and the traffic order will be in the region of £2 ,000.

Crime and Disorder Implications

18. Nottinghamshire Police has raised no objection to the proposals.

RECOMMENDATION/S

It is **recommended** that:

The Nottinghamshire County Council (Church Street and Ratcliffe Street, Eastwood) (Prohibition Of Waiting) Traffic Regulation Order 2015 (5207) is made as advertised with amendments and objectors advised accordingly. Amendments are:

- Reduce the length of “No Waiting Monday to Friday 8am – 6pm” (Single Yellow Lines) on Church Street north of Ivy Lane from 49m to 30m;
- Reduce the length of “No Waiting Monday to Friday 8am – 6pm” (Single Yellow Lines) on Church Street south of Ivy Lane from 13m to 3m to accommodate a new advisory disabled parking bay.

Neil Hodgson
Interim Service Director (Highways)

Name and Title of Report Author

Mike Barnett - Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Helen R North – Improvements Manager Tel: 0115 977 2087

Constitutional Comments (SJE 14/12/2015)

19. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's functions relating to traffic management have been delegated.

Financial Comments (SES 07/12/2015)

20. The financial implications are set out in paragraph 17 of the report.

Background Papers

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ.

Electoral Division(s) and Member(s) Affected

Eastwood ED

Councillor Keith Longdon



7 January 2016

Agenda Item: 7

**REPORT OF SERVICE DIRECTOR, HIGHWAYS AND SERVICE DIRECTOR,
TRANSPORT, PROPERTY & ENVIRONMENT**

**RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL**

Purpose of the Report

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions to the County Council on 26th November 2015.

A. Petition regarding speed limit at Norwell Woodhouse (Ref 2015/0132)

2. At the County Council meeting on 26th November 2015 a petition was presented by County Councillor Bruce Laughton. The petition of 102 signatures from residents and road users from Norwell and Norwell Woodhouse requests that a speed limit of 40mph is imposed on the road through Norwell Woodhouse Village. The rural road is currently de-restricted and fronted by numerous properties including several farms. It is regularly and increasingly used for leisure activities such as cycling and horse riding, both of which would be encouraged by a lower limit.
3. To consider this request an assessment will be carried out including a visual survey, an actual speed evaluation, which has already been completed and an investigation of the speed related injury accident data. Once this is available the request will be considered in line with guidelines for setting speed limits.
4. If appropriate the scheme will be considered for inclusion in a future programme.
5. It is recommended that the lead petitioner be informed.

B. Petition requesting change of use of grassed area, Derwent Way (Ref 2015/0133)

6. At the County Council meeting on 26th November 2015 a petition of 47 signatures was presented by County Councillor Maureen Dobson. The petition, predominantly signed by residents, requests that Nottinghamshire County Council “change the use of the grass raised area on Derwent Way leading to Maun Green and in its place create off road parking”

7. Most of the properties in this area have off-street parking and it is not considered that the area suffers from intrusive parking by non-residents. Soft landscaping areas can enhance the local environment and it is accepted that on occasion residents are not able to park directly outside their properties but can park within a reasonable distance. It is not considered that the creation of parking areas is warranted.

8. It is recommended that the lead petitioner be informed.

C. Petition requesting installation of speed cameras on Mansfield Road, Skegby (Ref 2015/0134)

9. A 274 signature petition was presented to Nottinghamshire County Council by County Councillor Jason Zadrozny on the 26th November 2015. The petition expresses concern about the speed of traffic on Mansfield Road Skegby, in excess of the speed limit of 30mph and requests the installation of speed cameras in this location.

10. Mansfield Road is set to become a core casualty reduction mobile camera site before the end of March 2016. The scheme is in the process of being designed and once the signs are in place the police will take routine enforcement action in this area.

11. It is recommended that the lead petitioner be informed.

D. Petition requesting pedestrian crossing outside Tuxford Primary Academy (Ref 2015/0136)

12. A 483 signature petition was presented to the Chairman at the 26th November 2015 County Council meeting by Councillor John Ogle. The petition, organised by the school principal, requests provision of a pedestrian crossing outside Tuxford Primary academy.

13. A school crossing patrol (SCP) operated at this location until 12th April 2013 when the SCP left. Whenever a SCP site becomes vacant a survey of children crossing the road and vehicles passing through the site is undertaken to determine if the site still meets the criteria for a SCP. Surveys showed that this site no longer met the criteria for the provision of a SCP. During the spring of 2013 surveys were carried out on 22 separate occasions and it remained the case that the criteria were not met. The school principal has subsequently requested on a number of occasions (including the submission of a petition) that a SCP be recruited at this location. A kerb build out has been introduced at the location to assist pedestrians crossing the road. The traffic and pedestrian flows have continued to be monitored, but to date the situation has not altered significantly, the latest count being carried out during October 2015.

14. The County Council receives far more requests for such crossings than it is able to fund. Requests for crossings are therefore prioritised based on the numbers of people crossing and other relevant factors such as accident history and traffic volumes so that the available funding helps the greatest number of people. Surveys will therefore be undertaken to determine whether a crossing at this location should be prioritised for future funding.

15. The letter accompanying the petition also highlights that the school has submitted a planning application for extra classrooms. Highways impacts of the proposed development will be considered as part of the planning process.

16. It is recommended that the lead petitioner be informed accordingly.

E. Petition requesting a new footpath in Dunham on Trent (Ref 2015/0137)

17. A petition requesting a footpath on Cocketts Lane, Dunham on Trent was submitted by Councillor John Ogle to the meeting of the County Council on 26th November 2015. The petitioners requested that the scheme be considered for Supporting Local Communities funding in 2016/17. The application was made by Dunham on Trent with Ragnall, Darlton and Fledborough Parish Council.
18. The Supporting Local Communities Fund is a £500,000 capital fund which is used to help various groups, organisations and volunteers deliver community-based improvement schemes.
19. Applications for up to £50,000 funding towards the costs of a scheme are invited annually and the closing date for 2016/17 applications was 18th December 2015. Once the deadline for scheme suggestions has passed the County Council will evaluate each one against assessment criteria (which include local support for the proposed scheme which the petition demonstrates). Each scheme suggestion will then be ranked and the highest scoring schemes (within the available funding) will be awarded funding for delivery during 2016/17.
20. The County Council aims to inform applicants of the outcome of their bid by the end of April 2016 following approval of the Supporting Local Communities programme at the Environment & Sustainability Committee.
21. It is recommended that lead petitioner be informed accordingly.

F. Petition requesting a residents' parking scheme on Devonshire Street, Worksop (Ref 2015/0139)

22. A 25-signature petition was presented to the 26th November 2015 meeting of the County Council by Councillor Kevin Greaves on behalf of residents of Devonshire Street, Worksop. The petition requests that a residents' parking scheme is introduced on the road.
23. Devonshire Street is a residential road situated to the west of the town centre. At the northern (town centre) end the road consists of terraced properties with no off-street parking. Further south, near a school, the properties are detached with ample off-street parking. Traffic is generated both by the school and by those who work in the town and park in this area.
24. Petitioners complain that workers and shoppers regularly use the road to park for sustained periods of time making it difficult for residents to park within a reasonable distance of their properties.
25. Requests for residents' parking are considered against the current policy for new schemes which states that there should be :-
- a. significant levels of current requests from residents

b. non-resident parking which is detrimental to the vitality of the local centre or other Local Transport Plan objectives, and

c. a trip-attractor which causes non-resident intrusive parking.

26. It is considered that the northern end of the road meets at least one of these criteria and hence the county council will carry out an investigation to determine whether a residents' parking scheme could be considered for inclusion in a future year's programme.

27. It is recommended that the lead petitioner be informed accordingly.

G. Petition requesting a residents' parking scheme on Eastgate and Godley Villas, Worksop (Ref 2015/0140)

28. A 14-signature petition was presented to the 26th November 2015 meeting of the County Council by Councillor Kevin Greaves from residents of Eastgate and Godley Villas, Worksop. The petition requests that a residents' parking scheme is introduced on the road.

29. Eastgate is a main route between the town centre and eastern side of Worksop to the north of the canal. The properties in the section that the petition refers to do not have off-street parking and the street has parking restrictions on the north side and limited waiting on the south side. There are industrial properties, a shop and a public house nearby, it is suggested that these are generating significant levels of parking by non-residents.

30. Requests for residents' parking are considered against the current policy for new schemes which states that there should be:

a. significant levels of current requests from residents

b. non-resident parking which is detrimental to the vitality of the local centre or other Local Transport Plan objectives, and

c. a trip-attractor which causes non-resident intrusive parking.

31. It is considered that this section of Eastgate meets at least one of these criteria hence the county council will carry out an investigation to determine whether a residents' parking scheme could be considered for inclusion in a future year's programme.

32. It is recommended that the lead petitioner be informed accordingly.

H. Petition regarding school crossing patrol on Moorgate, Retford (Ref 2015/0141)

33. A petition of 586 signatures was presented to the meeting of the County Council on 26th November 2015 by Councillor Ian Campbell and Councillor Pam Skelding regarding the School Crossing Patrol on Moorgate, Retford. This site became vacant following the resignation of the previous Patrol at the end of January 2015. However the site remained operational, with the Patrol who works on Tiln Lane, moving to the busier site on a temporary basis. Following extensive efforts, which included working with the local school

and newspaper, a new permanent Patrol was recruited and started on site on the 23rd September 2015. Both sites are now fully operational.

34. It is recommended that the lead petitioner be informed accordingly.

I. Petition requesting an hourly bus service at Cropwell Butler (Ref 2015/0143)

35. A petition with over 320 signatures was presented to the meeting of the County Council on 26th November 2015 by Cllr Richard Butler requesting that the County Council reverse its decision to remove the Rushcliffe Villager bus route from Cropwell Butler.

36. The decision to revise the Rushcliffe Villager service in September 2015 followed a lengthy period of consultation with local communities and the service operator. The revised route missing out Cropwell Butler was a commercial decision by Trentbarton which was made following the consultation process. The County Council has introduced a revised route (850/852) for Cropwell Butler which provides both peak and off peak services connecting passengers at Radcliffe on Trent with the high frequency commercial Rushcliffe Mainline service.

37. The local services in the Cropwell Butler area will be reviewed with all local stakeholders early in 2016.

38. It is recommended that the lead petitioner be informed accordingly.

J. Petition regarding traffic speeds on Beacon Hill Road (Ref 2015/0144)

39. At the County Council meeting on 26th November 2015 a petition of 187 signatures was presented by County Councillor Stuart Wallace. The petitioners are concerned about speeding traffic on Beacon Hill Road, especially in the vicinity of the shop, children's nursery and Business Centre. The speed limit on this length of road is currently 40mph. The petitioners are requesting that the Council provide larger and more visible signs and a speed indication device.

40. The existing speed limit is currently 40mph until it changes to 30mph at the junction of Beacon Hill Road and Northern Road. A speed survey has already been commissioned and once the results are analysed, if appropriate, an Interactive Speed Sign will be considered for Beacon Hill Road to be included in the programme for delivery during 2016/17.

41. It is recommended that the lead petitioner be informed.

K. Petition requesting relocation of bus shelter, Fox Covert Lane, Misterton (Ref 2015/0145)

42. At the County Council meeting on 26th November a petition of 31 signatures was presented by Councillor Liz Yates.
43. A number of bus users requested that a bus shelter on Fox Covert Lane be moved to reflect changing demand caused by the re-routing of local bus services. The bus shelter has now been moved as requested.
44. It is recommended that the lead petitioner be informed accordingly.

Statutory and Policy Implications

45. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION

It is recommended that the proposed actions be approved, the lead petitioners be informed accordingly and a report be presented to Full Council for the actions to be noted:

Neil Hodgson
Service Director, Highways

Jas Hundal
Service Director, Transport, Property & Environment

Background Papers and Published Documents

- None

Electoral Division(s) Affected

Southwell and Caunton, Collingham, Sutton in Ashfield North, Tuxford, Worksop West, Retford East and West, Cotgrave, Newark East, Misterton.



7 January 2016

Agenda Item: 8

REPORT OF CORPORATE DIRECTOR, RESOURCES WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2016.

Information and Advice

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
3. The attached work programme has been drafted in consultation with the Chairman and Vice-Chairman, and includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.
4. As part of the transparency introduced by the new committee arrangements, committees are expected to review day to day operational decisions made by officers using their delegated powers. It is anticipated that the committee will wish to commission periodic reports on such decisions. The committee is therefore requested to identify activities on which it would like to receive reports for inclusion in the work programme. It may be that the presentations about activities in the committee's remit will help to inform this.
5. The work programme already includes a number of reports on items suggested by the committee.

Other Options Considered

6. None.

Reason/s for Recommendation/s

7. To assist the committee in preparing its work programme.

Statutory and Policy Implications

8. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

That the committee's work programme be noted, and consideration be given to any changes which the Committee wishes to make.

Jayne Francis-Ward
Corporate Director, Resources

For any enquiries about this report please contact: Pete Barker x 74416

Constitutional Comments (HD)

9. The Committee has authority to consider the matters set out in this report by virtue of its terms of reference.

Financial Comments (NS)

10. There are no direct financial implications arising from the contents of this report. Any future reports to Committee on operational activities and officer working groups, will contain relevant financial information and comments.

Background Papers

None.

Electoral Division(s) and Member(s) Affected

All

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
11 February 2016				
Concessionary Travel Scheme 2016/17	Final Scheme Proposals	Decision	Mark Hudson	Dave Bennett
Total Transport Fund Project	Update	Info.	Mark Hudson	James Lewis
Hire and Pool Vehicle Provision	Future provision of hire cars to provide sustainable business travel and reduce costs	Decision	Mark Hudson	Mark Hudson
Supported Local Bus Service Review	Network proposals for August 2016	Decision	Mark Hudson	Mark Hudson
Cycling Strategy	Update report	Info.	Neil Hodgson	Sean Parks
Flood Section 19 Report	Update report.	Info.	Neil Hodgson	Gary Wood
Rail Update - Dukeries	Update	Info.	Gary Wood	Neil Hodgson
Rail Update - North	Update	Info.	Gary Wood	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
17 March 2016				
TTS Performance	Performance	Info.	Mark Hudson	Lisa McLennaghan
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Performance Report - Highways	Quarterly performance report	Info	Neil Hodgson	Don Fitch

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
Safeguarded Schemes	Details of schemes	Decision	Gary Wood	Neil Hodgson
Charging for Services	Proposed changes to service charges	Decision	Gary Wood	Neil Hodgson
21 April 2016				
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
19 May 2016				
Local Bus Service	Network Update and Tender Results	Decision	Chris Ward	Chris Ward
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
23 June 2016				
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various